

# A Very Merry Christmas from Mid Devon Cycling Club



## “The Hub”

December 2017

Editorial:

### Important End of Year Business

As we come to the final edition of 2017 there are two very important pieces of work which will help develop our club.

The committee decided to repeat the **Club Survey** run last December and to that end you will receive an email with the link to the survey on **Saturday 9th December**. Two things are vital with this piece of work, firstly, that all members respond so we know what you think and want to be done join the future. The second is PLEASE READ the summary report of what has been done since last year. Our club is run entirely by volunteers and we all need to appreciate their efforts before commenting.

The next **Club AGM** is only 5 weeks away on **Saturday 6th January, 1830h for a 1900h start**. The formal notice of the meeting has/will be sent via a British Cycling email to all members and is also included in this edition. The venue has been changed to Stover Golf Club and pizza and chips will again be provided at the end of the meeting so people can socialise. However you need to tell us you are coming so food ordering can cater for everyone. Please reply via the Facebook invitation or email [info@mdcc.org.uk](mailto:info@mdcc.org.uk)

A big thank you to Graham Brodie who has provided the second part of his Great British Bike Bash and will be providing a feature on Audax events for the February 2018 edition and also to Dave Rushton, our jet setting pilot, on his final part of his worldwide cycling adventures. Dave has provided a great insight into what can be done, I for one never realised what was available in Dubai and without taking your bike! It's also great to see Reuben Renton continue his series of reports on Young Riders. Not only is he progressing well with his cycling but he is also getting good practice with his writing skills, coming along nicely Reuben.

Please let me know if you are planning a cycling adventure in 2018 so we can inform members of your experiences and inspire others to follow suit. I have my eye on a group doing the End to End next Summer!

Thank you to all the other people who have taken the trouble to write for this newsletter over the year. I hope you have enjoyed what we have been able to offer via this newsletter in 2017 and hope that many of you will be able to make a contribution in the coming year.

From the Committee at MDCC, have a very Happy Christmas and best wishes for healthy cycling in 2018.

Paul Martin - [news@mdcc.org.uk](mailto:news@mdcc.org.uk)

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## Mid Devon Cycling Club Annual General Meeting - Stover Golf Club

Notice is hereby given that the A.G.M. of the Mid Devon Cycling Club will be held on Saturday 6<sup>th</sup> January 2018 at 6.30 for 7pm. All paid up members are urged to attend. Pizza and chips will be served at the end of the meeting but **you must sign up in advance by 31st December**, please email: [info@mdcc.org.uk](mailto:info@mdcc.org.uk)

### Agenda:

Apologies

Minutes of the AGM held on January 14<sup>th</sup> 2017

Matters arising

To receive and adopt reports from the officers:

- Chairman
- Hon Treasurer
- Time Trial Secretary
- Road Race Secretary
- MTB Secretary
- Women's Officer
- Membership Development Officer
- Newsletter Editor
- Welfare Officer
- Coaching/Mid Devon Youth
- Social Secretary
- Sportive group leader

### Election of Club Officials

<b>Post</b>	<b>Current Holder</b>
President	Colin Lewis
Vice President	Ken Robertson, Ron Keegan, Ron Georgi
Chairman	Andrew Perkins
Vice Chairman	Max Vautier
General Secretary	Annette Dentith ( <i>now vacant</i> )
Hon. Treasurer	Mark Sanders
Time Trial Secretary Club TT	Conrad Moss Pete and Shani Adams ( <i>now vacant</i> )
Road Race Secretary	Mike Gratton
MTB Secretary	Nick Roach
Press Secretary	<b>Vacant</b>

Membership Development Officer	Liz Crawford
Social Secretary	Sue McGrath ( <i>now vacant</i> )
Newsletter Editor	Paul Martin
Welfare Officer	Liam McGrath
Mid Devon Youth	Andrew Parker
Women's Officer	<b>Vacant</b>
Sportive officers	Jamie Horton

Proposals to amend the rules of the club: anyone wishing to make a proposal to amend the rules of the club is asked to submit it in writing to [info@mdcc.org.uk](mailto:info@mdcc.org.uk) at least 7 days before the meeting.

Any Other Business

## GB's Great British Bike Bash #2 - Graham Brodie writes..

### Newton Abbot to Mull and back - part 2

**Day 7: Wanlockhead -Mull- Glencoe 77.2 miles 12255m**

We pressed on and through the grounds of Drumlanrigg Castle heading towards Mennock and then after a couple of miles of main road turned right and headed up a misty Mennock pass to the highest village in Scotland at Wanlockhead. The Youth Yostel is now closed so we had booked into a sort of glamping pod thing which ended up being more of a garden shed with a mattress in it. After a haggis supper and a shower which was a peculiar set up in the men's loos, we enquired about use of the bathroom overnight, and were told we'd need to walk into the village to the Tourist info. So we retired to the shed with a couple of slices of generously donated brown bread which was for breakfast!

**Day 8: Wanlockhead to Killearn 74.6 miles 1356m**

My eyes were badly swollen next morning, I think an allergy from the pine wood the "wigwam" was constructed from. With no hope of a decent brekky in the village we set of on a long downhill descent past the black rabbits which appeared as we were advised by a local, on the way down.

At Abington the stores were open and featured a café where we obtained substantial breakfast baps.

Heading on towards Lanark we were due to meet up with our host John Matthews, we passed a road race on the old dual carriageway.

A few miles later I stopped to take off my jacket, and as I pulled away my right hand STI lever went ping and refused to change gear. I lugged it along to Lanark using the front rings as three gears, and there we met John with daughter Hannah. As we ate our sandwiches I fiddled with the bike and with cable tightening and adjusting the rear mech. I could get on click out of it which gave me two rear gears, and if I held the lever inwards I got a third, so that meant 9 gears to get me going.

We found glorious lanes around Airdree and Coatbridge and on through Kilsyth. At Clachan of Campsie we called in to see if Alistair Gow, renowned wheelwright was about, and even through it was Sunday he was beavering away. He didn't have any 9 speed levers, but we picked a handlebar end lever to use in case of emergency.



A handful of miles later we arrived at Killearn where John's wife Elaine had cooked us a hearty supper, and we had a relaxed nights sleep.

**Day: 9            Killearn to Inverary            52.7miles 431m**

As expected we woke to the sound of pattering rain. John set off with us to Balloch through the lanes and on arrival at the visitor centre, he found his iPhone had drowned in his waterproof jacket pocket! We did a bit of drying out in the café there, and then bade farewell to him and took the cycleway along the side of Loch Lomond. It was a rough surface and slower going than the main road, but very pretty going through Luss, even in the rain. We we're soaked when we got to Tarbet, so stopped for a lunchtime snack at the Tarbet Tea Rooms, a fabulous little place and home to what are probably the worlds largest French Fancies!

Revived we set off over "Rest and Be Thankful", and then descended to the loch, with some horrible graunching sounds as Kate's front brake blocks ran out of rubber.

We made it OK to the hostel and shortly afterwards it stopped raining!

We had a quite look around the small town which had some very grand buildings, and had a good supper in The George Hotel.

**Day 10            Inverary to Oban    61.5 miles 1151m**

We awoke in the morning to a couple of glitches. Although we had put all our wet stuff in the drying room, the lady at the hostel had forgotten to put on the heaters!

I'd also dropped my Garmin on the concrete floor in the bike shed, and the screen had cracked although it still appeared to work.

Whilst we had breakfast some clothes were tumble-dried, and we set out on amuch drier morning up another long hill.

The descent to Loch Awe was superb, and the little road meandering alongside the loch went on for miles and miles, and although there were no real big climbs, there were a lot of small ups and downs.

We had a coffee at the Portsonachan Hotel, and had a picnic at the end of the Loch.

The weather brightened and in the afternoon we had a beautiful sunny ride along the west coast of the mainland, marred only by me leaving my sun glasses in the grass by a loch where I was distracted taking photos of Oystercatchers!

I had telephoned the Oban bike shop, and bought some brake blocks which they had kindly delivered to the back-packers where we were staying, so I was able to fettle Kate's brakes when we got there. We had some very expensive, but very good fish and chips in the town, and then wandered down to the waterfront to watch a lovely sunset.



'Oban Ferry Port'

**Day 11:            Oban to Tobermory            45.1 miles 1049m**

We had been looking forward to the trip to Mull, and were in luck. The day dawned bright and sunny, we cycled down to the ferryport, I picked up some new sunglasses in a sports shop ( they have since taken a journey into and down the River Exe), whilst Kate picked up some sandwiches, and we boarded the CalMac ferry to Craignure. The scenery was stunning as we crossed to Craignure, where we disembarked and popped into a small café to get the morning caffeine fix.

There followed a few miles of quite flat roads with fine views. We were taking a circuitous loop around the island curving around the North side of Mull and about halfway along we stooped for lunch with lovely views across the sound towards Ben More and Ulva.

The next distraction was the amazing Eas Fors waterfall which tumbles down the hill through a few

small lakes, and hen plummets over a cliff into the sea.

After the falls the gradients got steeper, and for the first time I found I couldn't actually manage with my boded up gear setup, so ended up walking a few yards.

Time was rolling on with not many miles done because of the need to keep stopping to take in scenery! We had time for a late afternoon tea near Calgary, but there was still a lot of climbing to do at the top end of the island. Two very tired bodies rolled into the Youth Hostel at about 7.30pm.

Before heading off to sleep, we called in at the pub next door, thinking we would try a nice local single malt. However this turned out to be £17 a shot for the classy stuff, so we made do an Islay Malt for around £4 which was still very pleasant.

**Day 12      Tobermory - Ardnamurchan Point – Glencoe      60 miles   1438m**

Next morning it was another ferry ride , a short distance over the water to Kichoan.

We managed to drop our heavy panniers at the gift shop on the T-junction, as it was out and back for a few miles to the point.

The road was quiet and the wildlife plentiful on the six miles or so of winding road to the lighthouse. The views there were fantastic, and we took a bit of time to do the tour of the lighthouse whist we were there.

Returning to Kilchoan to pick up the bags, we continued back along the Scottish mainland through Glen Borrodale, along Loch Suhart, and then over a long shallow climb which took us down to Loch Linnhe.

It was glorious weather as we queued for a short while the Corran Ferry, an interesting floating bridge with ramps that drop down from the corners of the boat.

Once on the other side of the loch we were back on busier roads with the A82 through Ballaculish.

The Youth Hostel was a welcome sight, and after unpacking and freshening up, we cycled up to the Clachaig Inn for supper.



‘Tobermory, Mull’



‘Ardnamurchan & Waterfall on Mull’



## Exmouth Exodus 2017 - Mark Shepherd writes...

Overnight Bath to Exmouth 100miles 5<sup>th</sup> August

This story starts in July 2016 whilst cycling London to Paris in support of the British Heart Foundation. One evening whilst sat in the hotel bar, several of the group were regaling their experiences of the Dunwich Dynamo, an annual night ride from central London to Dunwich on the Suffolk coast, and explaining that the Exmouth Exodus was a good nearby alternative. My attention was grabbed!

Now in its 12<sup>th</sup> year, the Exmouth Exodus starts from Bath on the Saturday evening closest to the August full moon, this year that fell on 5<sup>th</sup> August with a scheduled 9:30pm 'grand depart'. The 100mile route leaves Bath via the longest cycle tunnel in Europe, to Cheddar Gorge, across the Somerset levels and ends in Exmouth for sunrise and a fried breakfast.

The event is termed semi-organised, with each rider expected to be self-sufficient, but there are 3 organised tea and food stops.

Approaching the ride, I had two great fears.

Firstly, I like a decent 8hrs sleep, so I had visions of falling asleep on the bike and waking up in a hedge.

Secondly, I was going to rely entirely on GPS, and those that use a Garmin, will know they are fantastic right up to the point they crash, leaving you roaming the Somerset levels in the early hours.



At the start, I met MDCC members Andy Cleave and Graham Brodie, Graham is clearly an experienced 'night rider', as he had edited, enlarged, laminated and strapped the route instructions to his forearm. This further raised my anxiety about getting lost, as my backup route instructions were screwed up on a piece of A4 paper in my jersey.

Also at the start I bumped into a friend, Declan and his mate Phil, and we agreed to ride together. Their companionship was deeply appreciated as only 5 miles in the ride I hit a pothole and punctured the front tyre. They stuck with me while I repaired the flat in the pitch dark, dropping us to the very back of the 220+ riders.

However, I promptly repaid their loyalty by dropping them on the climb up to the top of Cheddar Gorge. (Sorry guys). Descending Cheddar Gorge in the dark was at speed was thrilling, but the lovers parked in the lay-bys at 11:30pm on a Saturday night weren't expecting the sight of 200+ cyclists whizzing by.

Whether it was adrenaline or lack of planning, but I missed the first food stop at Cheddar and ended up cycling the 55miles to the second food stop without a break. The stop was really appreciated, but eating spicy chicken and rice at 2:00am wasn't the best preparation for the final 45miles.

Somewhere on the Somerset levels in the early hours I linked up with Andy, an experienced endurance cyclist and Paul on a 'fixie'. Although not a race, the three of us set a brisk pace, and from being stone dead last after I punctured, by the time we had reached the final tea stop at Luppitt Common near Honiton I was 26<sup>th</sup> on the road.

We rolled in to Exmouth and the Harbour Café at 5:45am, just as the sun rose and in time for a well-earned breakfast.

The weather was perfect, with a clear sky and a full moon it was bright enough to cycle just by moonlight.

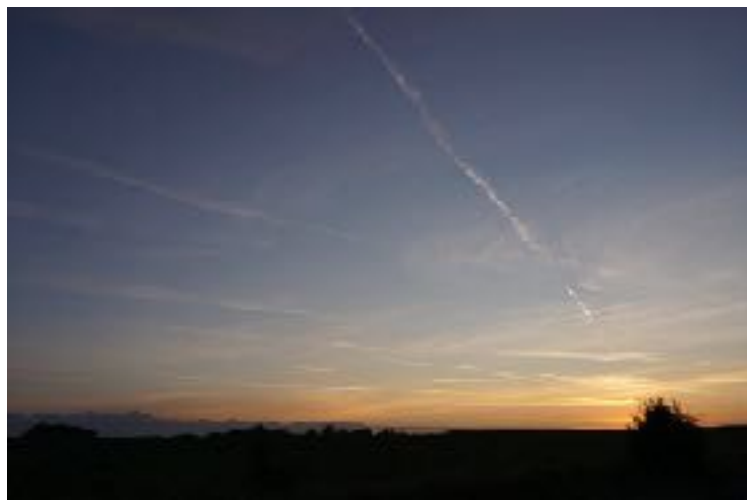
I can thoroughly recommend this ride, the route is not too challenging, the roads are empty and the camaraderie from the fellow cyclists is amazing.

I'd like to use this opportunity to thank the organisers, the other 220+ competitors, Andy and Paul for maintaining a great tempo, and equal thanks and apologies to Declan and Phil.

(Thanks to Graham Brodie for the pictures.)

Mark Shepherd

Ed: Many thanks Mark, that certainly gives food for thought, just as this newsletter is intended to do.



## Worldwide Cycling - Dave Rushton's final part

As promised, I'm back again with my third and last article for the MDCC newsletter. This one will be somewhat shorter than the other two as most of my destinations are usually the USA or India. The latter is one country where I will never ride a bike on the open road, it just looks far too dangerous! Although, having said that, I have recently seen some cyclists out in full road kit riding around the cities of Hyderabad, Chennai and Bangalore.....so you never know.

In my last two articles I covered cycling destinations in the USA. In this article I'll cover the places I've managed to ride in other parts of the world.



Before moving on from North America, I would like to mention Montreal, Canada. Montreal is a very cycling friendly city with plenty of cycle lanes, many of which are traffic free. Near the shore of the St Laurent river is the old Lachine canal with a paved bike path that runs on both sides of its full length with no traffic. Using this path and the bike path that runs next to the river, you can ride a very picturesque, flat, twenty plus mile loop right next to the city centre. If you want a longer ride, cross the St Laurent river on the Pont Champlain to Île Notre-Dame. This island is a long strip of land that runs parallel to the river's eastern shore and is also a nature reserve, so no motorised vehicles. Ride south and then west for a good few

'Looking back towards Montreal on the Pont Champlain'

miles along the island until you get to the first bridge over to the southern river bank. Once there turn left and head east and then north, following the well signposted bike lanes back towards Montreal with the river on your left. Eventually you will come to the Pont des Île which will take you back across the St Laurent to Montreal via two islands in the river. One of these is home to the Gille Villeneuve grand prix circuit. The track is open to the public for cycling, running or walking most days of the year, so

you can even get a few intervals in before finishing your ride if you wish. Once back in the city, you'll have ridden close to sixty miles.

Moving on to the Far East, South Korea currently has almost 1,700 miles of bike paths and the government intends to increase that amount to over 3,000 before they stop building. Apparently, the project was started in an attempt by the government to appease the public over some political and environmental ethics issues surrounding other building projects. Whatever the reasons, it is creating a fantastic cycling infrastructure. (If only our government thought the same way and had the same ambition.) You can ride the entire length of the country from Seoul to Busan, a journey of 390 miles, on the Four Rivers bike path. Unfortunately, I've never had enough time there to complete such an epic ride, so my experiences have been limited to the Incheon and Seoul areas. I've ridden the start of the Four Rivers bike path from Incheon in to Seoul and a little bit beyond. The Seoul section of the path runs right next to the massive Han river all the way through the city. For a bit of variety, you can take a detour into the hills on the eastern side of Seoul before returning back to the bike path. There are plenty of quiet roads to choose from in this area. Once again, Google maps is a great tool for planning your route. When you've had enough climbing, find your way back to the bike path and follow it to your start point. In total, my ride from Incheon, through Seoul, into the hills and back again was nearly 120 miles. Far more than I planned, but it was well worth it. I also discovered another cycling opportunity in Incheon purely by chance. The huge time change between the UK and Korea means I'm often awake in the middle of the night when staying there. On one particular sleepless night, I happened to look out of the hotel room window and see a chain gang of sorts making its way through the city. With no traffic or pedestrians around, they were setting a good pace down the bike lanes and ignoring all the traffic lights. It turns out that these night rides are well organised with plenty of local and expat riders taking part. Just like Central Park, New York, you simply turn up and join in. There are different groups going at different speeds so you'll find a pace to suit you. It's a set route they



'Night riding in Incheon'

ride which is a circuit of the newest part of the city, about 20 miles all the way around. The streets are very well lit and in fantastic condition so you don't even need lights. The whole thing is approved by the local government and the police, who also keep the route clear for two hours, starting at midnight, every night except Friday and Saturday. I don't think I've ever had so much fun riding a bike at night!

Japan is another great destination for cycling. The main international airport for Tokyo is next to a town called Narita which is a good hours drive from the city. The crew hotel is also in Narita which means easy access to the country and quiet roads. Despite the language barrier here, navigation isn't really a problem as long as you stick to some simple directions. Ride south out of Narita and keep going in that general direction. No matter which road you take, you will eventually meet the Pacific Ocean. Turn left and ride east along the coast, or a bit further inland if you wish, until you meet the Tone-gawa River. Again it doesn't matter which road you take as you will eventually meet this river. Turn left again and follow the bike path along the river back to Narita. You will have ridden about 50 to 60 miles around a very pleasant little piece of Japan. The roads are quiet, motorists give you plenty of room and all the locals are very friendly. The country roads wind their way through some beautiful rolling hills and quaint little villages. In the summer, when the fields and trees are green, it's almost like riding in the South Hams.....you just have to ignore the very different architecture.

Next on my list is Dubai. I definitely wouldn't recommend riding on the roads here, but if you ever go there on holiday, check out the Al Qudra cycle track. It's a purpose built track made up of two different paths, a shorter 18 km route or a longer 50 km loop that goes out into the sand dunes. It's all completely flat, well maintained and the views out in the desert are spectacular. There are even rest stops at various intervals with water fountains and shade available so you can take a break out of the sun. If you ever get the chance, I can highly recommend a visit. Didn't bring your bike and kit on holiday with you? No problem.....at the main entrance to the track is a Trek bike shop where you can



rent a bike, helmet and other accessories. Just make sure you book in advance as I'm told it gets very busy. You can also ride around Dubai's grand prix track. I haven't ridden it myself, but I believe it's opened up to cyclists one night a week.

In the southern hemisphere, I've managed to ride in South Africa and Chile. I don't normally take my bike with me to Africa, but a few years ago, I was rostered a trip to Cape Town that coincided with the Cape "Argus" Tour. (It's now called the Cape Town Cycle Tour.) I'm sure many of you will have heard of it, maybe even ridden it. The tour organisers say it's "the world's largest timed cycle race" with 35,000 riders. Amazingly there were still some international entries available so I booked my place and tried to get back into shape after taking it far too easy during the UK's winter months. It's not the



'Chappies'

longest sportive at a distance of 68 miles and there's not a huge amount of climbing either, less than 4,000 ft, but it is still a reasonable challenge. What really makes this sportive special is the location and the route. This ride will take you through one of the most picturesque landscapes I have ever seen. Chapman's Peak Drive or "Chappies" is probably the most beautiful stretch of road I have cycled in my lifetime, no exaggeration! After I finished, all I could think was "I have to ride this event again!". As a dedicated cyclist, this sportive has to be on your "bucket list".

Last on my list is Santiago, Chile. This is a new route for me so I've only managed to get there once. The city itself isn't great for cycling, but it is surrounded by mountains. If you start early before the traffic gets too busy, it's reasonably safe to ride the 5 miles out to the foothills on the eastern edge of the city. From here you can ride the G-21 road up to the mountain village of Farellones, which is a base for the ski resorts in the area. This is a serious HC climb! It's 19 miles long, with forty one hair pin bends, almost 5,000 ft of elevation gain and a max elevation of 7,400 ft. The altitude really takes it out of you, but the average gradient is a reasonable 5%, so just take it slow and steady and you'll get to the top. Enjoy the fantastic views looking back down over Santiago or up into the high Andes before taking on the adrenaline fuelled descent.

That's it for my international cycling trilogy. I hope you've enjoyed reading about my experiences and hopefully I've encouraged one or two of you to seek out some new routes, no matter where you may find yourselves in the world.

Again, if you would like any additional information about any of these rides or the GPX files, please contact me through the club or look me up on Strava (I'm David Rushton, Tiverton)

Bonne course!

Ed: A huge thank you to Dave for his worldwide view of cycling. He has provided so many ideas of how we can blend in some cycling with our travels. I for one will be hoping to do the Cape Town Cycle Tour in March 2018 if the elements don't cancel it again. Report will follow in the April edition.

## MDCC Committee Corner

The Committee would like to make all members aware that you are invited to sit in on their meetings at any time. If you would like to raise a particular issue for discussion you would need to contact the Secretary, Annette Dentith at [info@mdcc.org.uk](mailto:info@mdcc.org.uk) with the details preferably a couple of weeks before. All meetings (unless otherwise stated) start at 1930h at Teigngrace Community Hall, School Road, Teigngrace, TQ12 6QS.

Next meeting: Wednesday 13th December, 1930h at Chudleigh Knighton Village Hall.

### Club Secretary Vacancy

Annette Dentith has indicated that she will need to stand down from her Club Secretary role at the end of the year. The details of the role as set out below, if anyone is interested or would like to discuss the role, please contact Andrew Perkins, Chairman at [ashgp@btinternet.com](mailto:ashgp@btinternet.com)

Club Secretary Responsible for:

- Call meetings of the Club Committee as required by the Chairman
- Producing an agenda for these Committee meetings & circulating it to all Committee members
- Taking the minutes of these meetings & circulating it to all Committee members
- Answering any pertinent correspondence on behalf of the club (includes receiving e-mails and then sending them on to the most appropriate person for an answer)
- Maintaining a general page on the club web site
- Giving notice of the Annual General Meeting to the membership
- Presenting a report at the AGM
- Assisting the Chairman as and when required

### Best Practice - 'How to Complain'

See below for something which is much more effective than a 'rant' at a driver. I should have done this for a delivery van that ran the old E group very close up the Teign Valley back in October, mind you I didn't rant as he was gone in a flash. Ed.

From: "Ken Robertson" <[robertson.swdc@gmail.com](mailto:robertson.swdc@gmail.com)>  
To: "richard scant" <[richard.scant@stagecoachbus.com](mailto:richard.scant@stagecoachbus.com)>  
Date: 20/11/2017 12:19  
Subject: BUS TOO CLOSE FOR COMFORT

Good afternoon Mr Scant.

Yesterday I was cycling through Kingskerswell with two other cyclists. It was about 13:15 We were all inside the marked line for cyclists and approaching the Hare and Hounds Inn. Suddenly one of the new fleet of buses swept by. It was inches from my right arm and very unsettling.

Please can I ask you to identify the driver and ask that in future he gives cyclists more room – at least 1 metre and preferably 1.5 metres. I know it is difficult to pass with that kind of gap along this piece of road because of the traffic islands in the road centre. They are there to 'traffic calm'. In this case it did the opposite. The driver should have held back and then passed when there were no obstructions in the road centre.

Yours sincerely

Ken Robertson

**From:** [Richard Scant](#)

**Sent:** Tuesday, November 21, 2017 11:01 AM

**To:** [Ken Robertson](#)

**Subject:** Re: BUS TOO CLOSE FOR COMFORT

Dear Mr Robertson,

I was sorry to learn of your complaint regarding an instance of poor driving on Sunday 19th November 2017 by one of this depot's staff. This occurred when you cycling through Kingskerswell.

All Stagecoach staff undertake extensive training by experienced and qualified instructors, and are expected to drive in service to a correspondingly high standard. One of our training courses is dedicated solely to cycle awareness.

Any complaint of this nature is investigated with the driver concerned. I would like to reassure you that where necessary appropriate action is taken to avoid any repetition.

The Stagecoach Group has its own team of driving standards inspectors, whose responsibility it is to check drivers either periodically or in response to a specific request. Following this the driver may then return to the driver training school for remedial training.

Please accept my sincere apologies for any upset this incident may have caused and thank you for bringing the matter to my attention.

Yours Sincerely,

Richard Scant  
Operations Manager  
Torbay  
Stagecoach South West

Tel: 01803 617642  
Fax: 01803 612715  
Regent Close | Shiphay | Torquay | Devon | TQ2 7AN

## Young Riders Report

Juvenile Cyclo Cross – season to date:

The 2017 Cyclo Cross season this has been my first U16 season and its been great fun getting stuck in and racing into the autumn against the top Crossers in the region. The circuit season fades in September and Cross picks up at that point and is great race training all the way to Christmas.

I have been joined by Callum Start and Dylan Gorrin in the U14 category. We race the same course but at U16 we do the full adult course for half as long but they are kinder to the U14s and sometimes take some of the obstacles out.

We have a good team spirit and cheer each other on and travel up to races together, borrowing kit and pumps and sharing food (well sometimes!).

We started at Peranporth Airport– so much rain coming in off the sea – then up to Taunton for a right mud fest. We've been in Cornwall a lot – Falmouth, Redruth but also Coxleigh Barton and Escot in Devon.

Usually the races start with a mass start and there is “gridding” – so if you did well in the last race you get a small head start. This is good as rapidly the course goes straight into a mass sprint then into some single track and its important to be out in front for that.

Once the course has been ridden the mud starts to play! If you aren't on it then you can lose your line or wheel easily. Its really useful to



have MTB skills as each of the courses are different and testing in different ways.

We have hurdles which are the 'famous' part of Cross where you pick up your bike and run with it, steep banks to glide down in the mud and run up, gravel pits, logs to jump, tricky spirals on grass, hills and even fields of turnips. Cross tests both your fitness and your technical skills – it shares lots with circuit racing but also MTB. But be prepared to get very muddy, fall off a lot and go full gas!

It's a guessing game each week on tyres. You have to look at the weather and think if smooth, fast tyres will be best or thick knobblies are needed to wade through the mud.

If you have never done it then give it a go. As a club we train on Tuesdays at 6.30pm either Paignton, Dartington or Newton Abbot and the Crossers are a friendly bunch. My Dad and Dylan's Dad train as do many of the club MTB crew and you pick the skills up by talking and watching from people like Martin, Alan, John, Julian, Steve, Sol, Kris, Ross and the rest of the gang. We have our own Facebook page so you can see details.

We are getting to the final stages and I am 3<sup>rd</sup> in the regional league so really pleased with that in my first season. Dylan and Callum are also well placed and climbing up the top 10 in the U14s so it's a good MDCC season and we encourage each other (as well as having quite a bit of banter!). Dylan is a very technical, quick rider and Callum has got better and better over the season. It would be good to see some more U14 and U16s join as there are still a few races left in the season.

I have been really happy doing Cross into the autumn and next year will race MTB until about Easter when the circuit and TT season kicks off.

**Reuben Renton, MDCC, U16**

## **Sportive Committee**

The programme for 2018 is as follows:

Sunday 25th March - Ride Back from Lyme Regis approx 65 miles with lots of flat riding after the climb at the start.

Friday 27th - Sunday 29th April - Brittany Weekend Group A - Roscoff to Perros-Gueric

Friday 4th - Monday 7th May - Brittany Weekend Group B - Roscoff to Perros-Guirec plus

Sunday 29th July - Ride London 100

Sunday 2nd September - Tour of Britain Ride

Saturday 22nd - Sunday 23rd September - YHA Weekend - Eden project a possible destination with part route vehicle support for those who prefer.

Saturday 6th October - Lands End 100

There may be changes due to unforeseen circumstances. Don't miss out!

Jamie Horton - [mdccsportives@gmail.com](mailto:mdccsportives@gmail.com)

## Social Committee - End of Year Report

**Introduction:** This new committee started the year with 5 members but for personal reasons the Chairperson had to resign in the summer. Despite this we have fully delivered on the planned programme. Unfortunately 2 other committee members will not be able to continue into 2018, also because of personal circumstances. This always happens and gives the chance for new ideas from others.

We need some new blood to help maintain and develop the programme of events that we were able to run this year. We meet as is needed to plan the events, this year that has meant 6 meetings of about an hour and a half. Dates and times are completely flexible and mainly fit around those with work commitments. We have met in the evening at the Ten Tors pub but this is not a fixture.

**PLEASE DO NOT HESITATE TO STEP FORWARD BY CONTACTING ANY OF US - SEE BELOW.**

Thank you - Pat Ash, Paul Martin, Linda Simpson & Phil Stocker

### Events Summary:

**All these events, bar one, arose from the main Club Survey run in December 2016 and the follow up Social Committee Survey run earlier this year.**

**Bike Maintenance Courses** - 3 courses in May, June & September with 6 people on each have run for 3 x 1 hour on consecutive Fridays at Colin Lewis Cycles in Paignton. The cost has been £5 per person per session and they have been extremely well received. These have been 'hands on' sessions for beginners and have provided a welcome confidence boost to those taking part. We will again consider the support for more courses in 2018 and with a new 'Cycle Cafe' due to open in Bovey Tracey we might be able to offer a second venue to reduce travel.

**New Member Welcome Evening** - 45 people turned out for this evening in May where key club officials presented information and answered questions to enable new members to more fully understand what the club has to offer. The evening had hot refreshments provided and was the first venture of a tie up between the club and Stover Golf Club which has a mutual benefit to both organisations. People who had joined in the previous 12 months were invited and from the feedback we would make some small changes if the main Committee want this event to be repeated.

**Treasure Hunt & BBQ** - The weather stayed kind for the 90 people, including 30 plus children, who turned out for this event in August. Shani & Pete Adams kindly hosted the event which gave easy access to the various cycle routes in the Teign Valley. A lot of hard work was done to spread the word around many schools and other outlets in the local area. Much was learnt about running such an event which with the club's Saturday Spin group also joining in the BBQ can be considered to be a great success. An added bonus was that the event made a profit of £210 which was donated to the Devon Air Ambulance charity. Shani & Pete have already said that if the club wants to repeat this event in 2018 they would be happy to play host again - many thanks guys, this is much appreciated.

**Quiz Night** - 55 people turned out for a relaxed evening of questions and a 2 course hot meal at Stover Golf club at the end of September. No one could stop 'Ken's team' from taking the 1st Prize but 30 of those participating went home with a prize and everyone enjoyed the superb hot buffet provided with people free to help themselves to anything and everything. The feedback was very encouraging and this is certainly an event which could be repeated maybe with a Spring and Autumn event.

**Grosvenor Hotel Coffee and Cake Run** - The committee again worked hard to ensure that the considerable, non refundable deposit held by the hotel from a cancelled event in 2016 became of

some benefit to the club. 4 of the club Sunday runs supported this free event at the end of October with some 45 people enjoying the excellent cakes that were provided.

**Mince Pie Club Run** - The committee has taken on the running of this year's event which took place on 17th December. More detail to be added after.

**2018** - All of the above events are viable for the coming year. We just need 3 or 4 people to step forward to help share the not too onerous effort needed for the planning and implementation.

**PLEASE CONTACT ANY OF THOSE ABOVE OR EMAIL: [news@mdcc.org.uk](mailto:news@mdcc.org.uk)**

## MDCC Calendar 2018

### MDCC Open Time Trials & other club events, Sportive Committee, Sportives, Audax etc...

Some 2018 events have already been advertised but many have not yet published. This list will be updated in future editions to inform you as to what's available .

The following list is not exhaustive and mainly uses a travel distance within 100 miles to access the event.

Entries/information available via [www.britishcycling.org.uk/events](http://www.britishcycling.org.uk/events), [www.aukweb.net/events](http://www.aukweb.net/events), [justevents.org](http://justevents.org), [www.ukcyclingevents.co.uk](http://www.ukcyclingevents.co.uk)

### All MDCC events are highlighted in Red

- |  |   |
|--|---|
| Sunday 25th February                     | <b>MDCC Primavera Road Races, Hatherleigh</b>   |
| Sunday 18th March                        | Audax - Mad March 100 & 200km, Exeter   |
| Saturday 24th March                      | Just Events - Haldon Heroic CX Sportive - 17, 35 & 52 miles £24 - 28 as now   |
| Sunday 25th March                        | <b>MDCC Ride back from Lyme Regis - 65 miles</b><br><br>Audax - Dorset Coast 100 & 200km<br><br>Mendips Sportive, Wells Somerset                                |
| Friday 30th March                        | <b>MDCC Good Friday Open TT, 23 miles, 0800h</b>  |
| Saturday 7th & Sunday 8th April          | New Forrest Spring Sportive - 30, 50 or 80 miles. £23-30  |
| Sunday 8th April                         | Audax - A Cornish 100 - Falmouth, 50 & 100 km, £6.50.   |
| Saturday 14th -<br>Sunday 15th April     | <b>MDCC Totnes - Vire National 'B' Stage Race Stage 1 Torbay Velopark with support races, Stage 2 Haytor Hill Climb, Stage 3 70 mile Road Race, South Brent</b> |
| Sunday 15th April                        | Audax - Comwich Century - 160km, Honiton, £7  |
| Friday 27th April -<br>Sunday 29th April | <b>MDCC Brittany weekend A - 20 riders - Roscoff to Perros-Guirec</b>   |
| Saturday 28th April                      | Audax - Valley of the Rocks - 200km - Honiton, £7.  |

Sunday 29th April	Hammer Sportive - Salcombe Rugby Club, 65, 105 & 135km
Friday 4th May - Monday 7th May	MDCC Brittany weekend B - 20 riders - Roscoff to Perros-Guirec plus
Sunday 13th May	Eden Classic - Eden project Cornwall
Thursday 24th May	MDCC Open TT, 10 miles, 1900h
Sunday 10th June	Bournemouth Sportive - 30, 65 or 100 miles. £23-30
Tuesday 19th June	MDCC Open TT, 25 miles, 1900h
Sunday 24th June	Nello Charity Bike Ride - Topsham - 100 & 55 miles, <a href="http://www.forcecancercharity.co.uk/event/the-nello-2017/">http://www.forcecancercharity.co.uk/event/the-nello-2017/</a>
Sunday 1st July	Dartmoor Classic - 35, 67 & 107 miles - Newton Abbot Racecourse, 0700h
Saturday 7th July	National Youth Championship (S West) TT 10 miles, Teign Valley, 1400h
Sunday 8th July	Velothon Wales - 110 & 140km - Cardiff
Sunday 15th July	Mendips Sportive - Gloucestershire - 36, 67 or 102 miles. £23-30
Sunday 15th July	Two Moors 100 - 100 miles & 100 km - Bideford Rugby Club
Sunday 22nd July	MDCC Open TT, 25 miles, 0700h
Sunday 29th July	Ride London - 100miles
Saturday 4th August	Just Events - Taunton Flyer - 0700h, 34, 70 & 111 miles £23 - 28 as of now.
Sunday 2nd September	MDCC Tour of Britain Ride
Saturday 8th September	Just Events - Moor 2 Sea - Exeter Racecourse - 37, 65 & 112 miles, 0700h, £23 - 28 as of now
Sunday 9th September	MDCC Open TT, 25 miles, 0800h  Devon Rotarium - 100km - Honiton Rugby Club, Northcote Lane, Honiton, Honiton, EX14 1NL
Saturday 22nd & Sunday 23rd September	MDCC YHA weekend to the Eden Project - 70 miles
Sunday 23rd September	Birmingham 100
Saturday 29th September	MDCC Open Haytor & Widcombe Hill Climbs, 1000 & 1200h
Saturday 6th October	Just Events - Lands End 100 - 46, 100km & 100 miles, Marazion, 0800h, £23 - 28 as of now
Sunday 14th October	Hammer Martello - Okehampton Community College, 110 & 160 km.

**MDCC Club Rides - October - December 2017**

F - 50 miles @ 13/15 mph, G - 40 miles @ 12/14 mph, S - 30 miles @ 10/12 mph, SS - 35 miles @ 11/13 mph

Date	Ride	Destination	Leader
2nd December	SS	Haytor	Simon Fryer
3rd December	F	Cheriton Bishop	Peter Mason
3rd December	G	Cheriton Bishop	Paul Martin
3rd December	S	Powderham	Mike Radant
9th December	SS	Clyst St Mary	Andy Styles
10th December	F	Killerton House	Kevin Loader
10th December	G	Exeter Quays	Rose Parkhouse
10th December	S	Buckfast Steam Railway	Mark Phare
16th December	SS	Coffee Cellar, Exeter Quays	Nick Roach
17th December	F	Mince Pie Ride	Angela Hanks
17th December	G	Mince Pie Ride	Martin Nurse
17th December	S	Mince Pie Ride	?
23rd December	SS	Brixham	Craig Maberly
24th December	F	Dartmoor Christmas Run	Dave Long
24th December	G	Dartmoor Christmas Run	Paul Martin
24th December	S		
30th December	SS	Surprise	Caroline Twigger
31st December	F	TBD	Jim Black
31st December	G	New Years Eve Mystery Ride	TBC

